

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 05/08/2001

NYC00LA265					
File No. 715	09/23/2000	GREENVILLE, ME	Aircraft Reg No. N590TA	Time (Local): 19:50 EDT	
Make/Model:	Cessna / 208B		Fatal	Serious	Minor/None
Engine Make/Model:	P&W / PT6A-114A		Crew 0	0	1
Aircraft Damage:	Substantial		Pass 0	0	0
Number of Engines:	Unk/Nr				
Operating Certificate(s):	Cargo; On-demand Air Taxi				
Type of Flight Operation:	Executive/Corporate				
Reg. Flight Conducted Under:	Part 91: General Aviation				
Last Depart. Point: BANGOR , ME			Condition of Light: Day		
Destination: Same as Accident/Incident Location			Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip			Basic Weather: Instrument Conditions		
			Lowest Ceiling: 500 Ft. AGL, Overcast		
			Visibility: 7.00 SM		
			Wind Dir/Speed: Variable / 005 Kts		
			Temperature (°C): 12		
			Obstr to Vision: None		
			Precipitation: Rain		
Pilot-in-Command	Age: 48		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft: 5350		
Airline Transport; Multi-engine Land; Single-engine Land; Single-engine Sea			Last 90 Days: 225		
Instrument Ratings			Total Make/Model: 2000		
Airplane			Total Instrument Time: 845		

According to the pilot, he was conducting a GPS approach during occasional low ceilings, reduced visibility and rain. At the minimum descent altitude, the ground was 'occasionally' visible through fog and rain. Near the missed approach point, the runway lights were visible, so he continued the descent. He lost visual contact with the runway, and began a missed approach, but collided with trees. The accident site was 2 miles prior to the runway, on rising terrain, 200 feet below the runway elevation. The missed approach point was over the approach end of the runway.

Brief of Accident (Continued)

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09/23/2000

GREENVILLE, ME

Aircraft Reg No. N590TA

Time (Local): 19:50 EDT

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) INATTENTIVE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's improper in-flight decision to continue his descent without visual contact with the runway, and his inattention to his altitude, in relation to the airport elevation.